



# IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

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## MINUTES

### Rural Transportation Advisory Committee (RTAC)

August 3, 2016, 1:30 p.m.

Brian Head Town Office

56 N. Highway 143, Brian Head, UT

#### **MEMBERS IN ATTENDANCE:**

Mr. Rob Dotson

Mr. Reed Erickson for Steve Platt

Mr. Kit Wareham

Mr. Shane Williamson

Mr. Jim McConnell

#### **REPRESENTING:**

Enoch City Manager

Iron County

Cedar City

Brian Head Town

Utah Dept. of Transportation

#### **MEMBERS EXCUSED:**

Mayor Connie Robinson

Vacant Position

Mr. Stoney Shugart

#### **REPRESENTING:**

Paragonah Town

Parowan City

Kanarraville Town

#### **OTHERS IN ATTENDANCE:**

Mr. Dave Demas

Mr. Curt Hutchings

Mr. Jay Aguilar

Mr. Frank Nichols

#### **REPRESENTING:**

Five County Assoc. of Governments

Five County Assoc. of Governments

Five County Assoc. of Governments

Self

#### **I. Quorum Declaration**

The meeting was chaired by Mr. Kit Wareham. Mr. Wareham welcomed those in attendance and declared that there was a quorum present to conduct business.

Chairman Wareham advanced to Agenda Item #5 for an update on the belt route.

#### **V. Cedar Valley Belt Route Update**

Mr. Reed Erickson explained that Mr. Frank Nichols had been invited to attend the meeting as per previous discussion of the committee. Mr. Nichols is interested in seeing some planning accomplished on the north leg of the belt route where it comes into Summit. Previous discussion included two options that would be explored. One of those would be construction of a new interchange in Enoch and the other would connect the route at Summit. It was previously determined that both options would remain on the table. Mr. Nichols will provide a description of the property he owns and what he would like to see occur. He has spoken with other property owners in



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the area and can provide information from these discussions. Previous discussion included extension of the current overpass straight out for a distance. It is important for some planning to take place in order for Mr. Nichols to move forward with plans for his property.

Mr. Dave Demas explained that the Iron County Rural Transportation Advisory Committee (RTAC) is a planning group that was organized approximately 6-7 years ago through a joint partnership between Iron County and UDOT. The committee meets on a regular basis to discuss regional transportation as a rural planning organization. No funds are allocated by this committee for projects, but the group works with UDOT to prioritize transportation projects included on the Statewide Transportation Improvement Program (STIP). The committee is comprised of one representative from Brian Head, Cedar City, Enoch City, Parowan City, Kanarraville, Paragonah, Iron County and UDOT. This group discusses technical issues and members include public works directors, city managers, city engineers, etc. Members of RTAC discuss and make recommendations to an Iron County Rural Executive Transportation Committee (RTEC) which is comprised of elected officials. Both committees function under the Iron County Rural Planning Organization. Local transportation decisions remain with cities and the county. This group serves as a regional planning organization to study transportation issues throughout Iron County.

Mr. Frank Nichols mentioned that a planning group similar to this group met in the early 1980s and laid out where the belt route should be placed between Kanarraville and Highway 56. At that time, most of the area was open space. Over time, a lot of homes have been constructed in the valley and this has necessitated shifting the location of the belt route. A lot of open space remains, but there are bottle necks in many locations. The belt route has the potential to connect to both Enoch and Summit on the northern end. He referenced a map depicting the land owners in the area of interest. There is currently not a lot of development in the area, but there is talk of potential development of another truck stop and a distribution center that would be located in this area. Construction of one or both of these projects would likely bring along additional development. In addition, owners of the old truck stop have indicated that this facility will be remodeled into a convenience store. It is important at this point to involve land owners in the determination of where the right-of-way needs to be acquired for the route. Early acquisition of right-of-way could save a lot of problems in the future. The current interchange at Summit will need to undergo reconstruction to accommodate needs in the area. All of the interchanges in the Cedar City area have undergone numerous renovations and/or reconstruction to accommodate current traffic needs. Mr. Dave Demas explained that UDOT restricts access to roads connecting to the Interchange. The road will



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need to extend straight or on a flat enough curve to accommodate tie in of the frontage road with a safe site distance. The curve cannot be too sharp as to limit access to property owners in the area. Mr. Jim McConnell explained why access is limited to 1300 feet from the interchange. A lot of problems exist when frontage roads are located too close to the interchanges, and interchanges will attract commercial type development. It was noted that the Sorensen group owns a lot of property in the area. Mr. Nichols indicated that he has spoken to the majority of property owners regarding the belt route. Mr. Reed Erickson mentioned that he has been contacted by the Leavitt Group who owns property in this area and they are interested in gaining access to their property for construction of a truck stop. He noted that it would be good to proceed with a determination of alignment and design.

Mr. Dave Demas indicated that previous discussion included a planning study for this area that would have cost approximately \$30,000. The committee could revisit the possibility of some type of study. It was suggested that Mr. McConnell check with UDOT to determine if there may be some funding available to help with a study and/or design for this area. It would be best to begin discussion at the regional level with Rick Torgerson. Mr. Demas indicated that it could be advantageous for UDOT to get something in place that would meet at the least minimum standards. Mr. Reed Erickson acknowledged that Iron County has determined that the belt route has to connect into Summit and there may also be a future connection in the Enoch area. Planning needs to proceed with the assumption that both locations will need connection to the belt route. Mr. Jim McConnell expressed concern with constructing a roadway from Summit to Enoch that would not really access anything at this point. It may open up development for properties in the area, but it does not provide connection. In addition, it will be expensive to build the road and to maintain it in the future. A newly constructed road would also require plowing of snow during winter months. He would be more in favor of rotating the belt route into a new interchange that would serve Enoch. This would be a whole lot less road to maintain and it would still accomplish the same purpose. He also noted that the only way to gain the new interchange in Enoch is to have some money come into it other than UDOT funds. UDOT will not develop an interchange just because people desire an interchange. Cedar City realized this and worked on funding over a five year period for reconstruction of the south interchange. The Transportation Commission took action to provide UDOT funds once Cedar City had funding in place to participate in the cost of construction. It may be a better option for Iron County to commit funds for the belt route to tie into a new interchange at Enoch because Enoch will never be able to come up with any type of funding for an interchange. The cost of a new interchange would be anywhere from \$25 to \$35 million. It may be possible to



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convince the Transportation Commission to fund one-half of the cost of a new interchange. It will cost more than \$15-\$20 million to build the road from Enoch to Summit and right-of-way will also be expensive to purchase. This is not to say that the right-of-way should not be preserved. Mr. Reed Erickson indicated that planning for a connection at Summit does not mean that the section of road between Enoch and Summit has to be built right now. It merely provides some guidance for future economic development endeavors that may occur in this area. Members of the group agreed that a new interchange at Enoch and a connection at Summit are both very important. It is important that some type of alignment be determined in order for property owners to implement their planned economic development projects in the area. It was noted that UDOT and Iron County both have corridor preservation funds in place to assist with the purchase of right-of-way. Mr. Rob Dotson pointed out that Iron County's responsibility and priority would be to align the belt route to best meet their needs, and Enoch City's economic development desires would be a secondary concern. Mr. Reed Erickson acknowledged that the county sees both of these as equally important. The interchange already exists at Summit and there is currently interest expressed by various developers in this area. Planning in this area is important as well as identification of the Enoch corridor. Iron County will continue to work with this group to determine corridor alignment, planning and eventually design. Mr. Dave Demas commented that Enoch City, or a land owner with a lot of money, would have to take the initiative to approach and partner with UDOT to construct a new interchange. An interchange justification process takes time and money to complete. Mr. Erickson reviewed an adopted map that includes alignment of the belt route and noted that Iron County is currently working on obtaining right-of-way for the road. It was noted that corridors at 6400 and 6800 have been preserved, but the solar farm will need a definite location prior to construction of their project within the next year. Some decisions will be required and it is best to plan for how other areas fit into the overall project. There is some corridor planning monies that could be used to complete a study and/or design of connections, interchange reconfiguration, and access to properties in this area. This study could include the most viable options and estimated costs. Mr. Frank Nichols pointed out that having willing property owners dedicate right-of-way is very important. Having the potential of development in this area makes it even more important for some type of planning to take place. Mr. Jim McConnell indicated that he would be willing to approach UDOT planners for some preliminary design options for modifications to the interchange. Mr. Dave Demas pointed out that modeling of this area would be helpful as well and he could arrange for Horrocks Engineering to provide a presentation to this group. Mr. Reed Erickson suggested that Mr. McConnell work with UDOT to determine what they could do and what would be needed of this group in terms of funding to complete some type of study/design for this area.



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## II. Election of New Chair and Vice-Chair

Mr. Dave Demas indicated that the group needs to ratify Mr. Kit Wareham to serve as Chair and open the floor for election of a new Vice-Chair.

**A motion was made by Mr. Rob Dotson, seconded by Mr. Jim McConnell, to ratify Mr. Kit Wareham to serve in the capacity of Chair and to nominate Mr. Shane Williamson to serve as Vice-Chair. Motion carried by unanimous vote.**

## III. Approve Minutes for April 12, 2016 Meeting

Mr. Kit Wareham, Chair, presented minutes of the April 12, 2016 meeting for discussion and consideration.

**A motion was made by Mr. Rob Dotson, seconded by Mr. Reed Erickson, to approve minutes of the April 12, 2016 as presented. Motion carried by unanimous vote.**

## IV. Regional Transportation Plan (RTP) Update – Review Chapter 3

Mr. Dave Demas reported that revisions for Chapters 1 and 2 were collected at the last RTAC meeting. Those changes have been incorporated into the Draft Regional Transportation Plan. A draft copy of Chapter 3 was emailed to members previous to today's meeting and a handout was provided. There are no significant changes to this Chapter. Mr. Rob Dotson provided some highlighted corrections for incorporation into the chapter. Mr. Dave Demas reviewed other changes to Chapter 3 to include the following: **1) Page 19, Roadways--** Updated traffic counts for 2014 were incorporated and some additions were made to the project location descriptions for projects within the RPO. Mr. Kit Wareham noted that traffic counts drastically increased for SR-130 from 3000 North to Midvalley Road. Mr. Rob Dotson noted that a warrant study was conducted for this area and the numbers reflected are correct. Mr. Jim McConnell reported that the 3000 N. Midvalley Road will be one of the next 3-D design projects undertaken by UDOT to install two add additional lanes, one in each direction in this particular area. This will occur approximately two years out. Other 3-D design projects include one on SR-20 and another on SR-10 south of Price. This is a chokepoint project that will help to eliminate traffic delays and auto accidents in this area. Mr. Dave Demas also noted that UDOT has further defined the count locations to be more accurate and this may also contribute to increased traffic counts in many areas. Staff will check this data to make sure that correct numbers have been entered. Percentages in the Single Column and Combo Column were not revised because this data appeared to be somewhat suspicious without a better explanation of what was being reported; **2) Page 20, Bridges--** One sentence was



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deleted in the first paragraph and a partial sentence was also deleted in the second paragraph. It was noted that the prioritization of bridges has changed. A sufficiency rating is calculated, but this rating is not utilized to prioritize funding. A different formula is used which examines structural aspects, traffic counts, geometric risk, safety issues, etc. UDOT may be able to provide a better understanding to staff for updated information to be added in this section. A question was asked regarding the bridge on the south end of Parowan Main Street that has a 23.2 sufficiency rating. Mr. Dave Demas responded that this rating is actually for a smaller bridge up stream that provides access to a couple of private property owners and not the bridge on the main highway. The bridge on the main highway in this area does have a number of issues that could be addressed. Staff has previously worked with Parowan City to prepare an application to the Joint Highway Committee for a bridge rehabilitation and/or replacement. However, the city was unable to meet the application deadline at that time. Staff will work with Parowan City to complete an application for submission during the next funding cycle. Mr. Kit Wareham reported Cedar City has funds programmed in 2019 to widen the bridge at the Kittyhawk Road Overpass where it crosses over I-15; **3) Page 21, Rehabilitation Program--** One sentence was deleted at the beginning of the paragraph; **4) Page 22, Access Management--** Corrections in the first two paragraphs eliminated and added some words and/or partial sentences. The majority of information contained in this section remains unchanged; **5) Page 24, Other Routes and Airports--** A new paragraph was added under other routes to elaborate on Iron County's OHV Trail System. Additional information from Iron County would be welcome if appropriate. Mr. Rob Dotson mentioned that text should be revised to indicate that this committee is meeting on a continual basis. A new paragraph was also added under airports regarding the Airport Master Plan that is nearing completion. Cedar City may also want to provide additional information for inclusion; and **6) Page 25, Goods Movement, Railroads--** One sentence was added at the end of the paragraph. Mr. Jim McConnell pointed out one correction which reads, ".....remainder of the rail service lying west of I-15 remains in service". This should read ".....west of Airport Road". It was also noted that the track is abandoned from Airport Road up to Main Street. Mr. Jim McConnell reported that the Zion National Park Corridor Committee has been discussing access to National Parks and the possibility of bringing rail passengers from Lund by bus into Cedar City. Zion National Park is actually considering closure of the park once a saturation point is reached. Any type of bus service out of St. George, Hurricane, etc. would help to alleviate some of the Park's traffic issues. It is important that the traffic congestion in Springdale and Zion National Park be addressed. Staff is soliciting input from members for this chapter. Mr.



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Jim McConnell suggested that information regarding van pooling between Cedar City and Brian Head should also be included. Mr. Dave Demas responded that having the same consultant that is working on the transit study from St. George to Springdale complete a study addressing transit between Cedar City and Brian Head would be a good project. It was suggested that a sentence be inserted on page 23 under public transportation outlining this need for a public transit system. Mr. Dave Demas mentioned that some of this information may be included in discussion in Chapter 4. Staff will review that chapter to make sure that this information is covered in the Plan. Additional information on the CATS routing system and ridership would also be helpful. He also noted that SunTran is in the process of completing an optimization study of their transit system to provide more efficient and timely routing that would ultimately increase ridership. A similar study of the CATS system would be helpful. Dixie State University has entered into an agreement with SunTran to provide an amount of funding which allows faculty, staff, and students to ride the bus free. This has helped provide match funding to SunTran while providing much needed transportation for DSU students. The Regional Transportation Plan will be adopted by this group when the draft plan is completed. Changes provided today will be incorporated into Chapter 3. RTAC members are also encouraged to provide additional information to staff for incorporation into the Plan.

**V. Agenda item was covered at the beginning of the meeting.**

**VI. UDOT Report**

Mr. Jim McConnell provided an update on projects as follows: **1) SR-20--** Additional climbing lane from Bear Valley to the top of the summit. Paving should be completed by next week; **2) SR-56--** Paving for this project from the state line to milepost 22 will be completed within the next two to three weeks. This road was severely damaged when I-15 was closed due to flooding which occurred in Nevada and traffic was rerouted on SR-56. This is a level two road that had not been maintained for a number of years. Approximately \$5 million in funding was provided by the Federal Highway Administration by tapping into Nevada's emergency funding; **3) SR-143--** Projects from milepost 4 to 12 and Milepost 12 to the park boundary are now complete; **4) SR-130--** Improvements from the north side of Enoch to the top of the hill have been completed. This project included a lane level and chip seal; and **5) SR-14--** A chip seal is now complete from just below the slide up to the Webster Flat Road. Upcoming projects include: **1) Micro Surface on Cedar Main Street--** This project is scheduled for next year; **2) SR-130--** Additional lanes from 3000 North to Midvalley Road; **3) SR-143--** A concrete box at the old archery range to address flooding in the area. It was noted that there are a lot of utilities in this area that





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provide service to Brian Head and Parowan including water, fiber optic, gas, and telephone, etc. It is likely that the road will be raised somewhat in this area to provide access for equipment to keep the area free of debris. The project is located just past the cemetery as you head up Parowan Canyon; **4) I-15 Projects--** Milepost 42 to 51 and milepost 62 to 71 from the north interchange to Summit are scheduled for a mill and fill next year. Committee members noted a change at the intersection in Parowan by the Maverick for left or right turns only. Mr. McConnell explained that Parowan City requested this change to divert traffic heading to Brian Head through the main business district. Other solutions for this intersection have been topics of discussion. It was noted that there is really no difference time wise in taking either route through the city.

## **VII. Other Discussion Items**

- A. Next meeting, Data and Location:** The next meeting is scheduled for Wednesday, October 5, 2016 at the Enoch City Office beginning at 1:30 p.m.
- B. Revised Schedule/Member List:** Mr. Dave Demas provided copies of the revised meeting schedule and committee member list. New members include Joshua Jones, Parowan City and Shane Williamson, Brian Head Town. Commissioner Dave Miller was replaced by Commissioner Alma Adams. Meeting dates during 2016 at the top of the sheet have not changed.
- C. Other:** Mr. Reed Erickson reported that the Iron Commissioners met with folks from Garfield County and UDOT during their commission meeting. Discussion covered installation of separated bike lanes along Highway 143, Highway 14 from Panguitch to Brian Head, as well as on the Mammoth Road and on Highway 14 into Cedar City. This issue has surfaced due to the amount of bicycle traffic along these roads. This group explained the program that has been used in the past along Highway 12 from Bryce Canyon into Highway 89. It was explained that once a corridor has been identified UDOT has some funds that could be available for paving the trail. Garfield County crews clear and apply the road base in preparation for paving. It is proposed that a separated 10' wide trail would be constructed for a hiking/biking lane along these highways. Iron County has committed to do the same in working with UDOT to identify good locations for trails, and to utilize their road crews to clear, apply road base and prepare for paving by UDOT. UDOT staff has committed to evaluate right-of-way to identify where additional room is available for trail placement. Another meeting with the commissioners will be held to prioritize some of the locations identified by UDOT. Garfield County proceeded with trail installation wherever possible but not necessarily making sure connectivity was provided in each location. This has





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allowed people to get off the highway in various locations throughout the corridor. Iron County commissioners were positive about this type of approach and recognize the need to accommodate bicycle traffic along these highways. Installation of trails particularly on Highway 14 will be difficult due to the lack of right-of-way. Work will also begin with the U.S. Forest Service to identify and obtain additional right-of-way that may be necessary in various locations. Mr. McConnell noted that right-of-way through the Forest Service lands only provides 50 feet which is barely wide enough for the road. It would be good for the county to begin work with the Forest Service to expand right-of-way availability. Cedar Breaks National Monument has started pavement of a concrete trail from the visitor's center back through the monument. It is anticipated that eventually the trail will connect to Brian Head. It was noted that once the trails are in place, maintenance becomes the responsibility of local entities.

Mr. Dave Demas reference information that was provided on safe routes to schools. Mr. Jim McConnell mentioned in order to qualify for safe routes to school monies jurisdictions must have a current safe routing map. The only schools in Iron County that meet this requirement in Iron County are Cedar East Elementary, Cedar Middle School, Cedar South Elementary, Iron Springs Elementary, and Three Peaks Elementary. All of the schools are aware of this requirement.

## **VIII. Adjourn**

**A motion was made by Mr. Shane Williamson, seconded by Mr. Rob Dotson, to adjourn the meeting. Motion passed unanimously.**

The meeting concluded at 2:50 p.m.